

Decision Town Planning Body Comes Under Fire

Appeal Carried to Council After Commission Had Refused Super-Service Stations, Ltd., Permission To Build in City

Special Meeting To Consider Matter

Council Unanimous in Support of Repairs to the Nashwaak Sub-Division, C. N. R., and Adoption of the "Valley Route"

Heated discussion as to the wisdom of the first major decision of the newly-appointed Town Planning Commission, that of refusing a building permit to Super-Service Stations, Ltd., for the purpose of erecting a combined bus terminal and service station on the premises of the old City Club on lower Queen Street, featured last night's regular session of the Fredericton City Council, meeting as a committee of the whole.

On motion by Ald. Ray T. Forbes, it was decided to support to the limit all efforts being made to have the Nashwaak sub-division of the C.N.R. rebuilt with a view of rerouting transcontinental freight via the "Valley Route" to the Sea, i. e., McGivney to South Devon to Fredericton to Saint John.

An appeal from the decision of the Commission, which was made Friday night after several weeks deliberation, was carried to the Council by a delegation of three representing the company, and composed of W. E. Vaughan, proprietor of the Capital Garage; George Thompson, of Super-Service Stations, Ltd., and R. B. Pelton, architect for the proposed building.

The speakers stressed the fact that the premises have been in the possession of the company for the past two years, and that the intention has always been to erect a service station, but that this was put off until this Fall because of various reasons. And now, they said, we find that we cannot build and have our property on our hands.

No decision was reached by the Council after the withdrawal of the delegates, it being generally felt that more than one night's consideration should be given the matter, especially since the Commission had not arrived at its decision until after five night's deliberation. The matter was set over to be dealt with at a special meeting of the Council called for Monday, Nov. 15.

After thanking the Council for giving the delegation an opportunity to appear, George Thompson expressed an appeal from the decision of the Town Planning Commission concerning the erection of a service station on the premises now occupied by the old City Club.

After reviewing briefly the history of the case, the speaker urged the Council to consider the decision of the Commission in an advisory light. He stressed the fact that his company has already spent several thousands of dollars on the present bus system, and that they now wish to expand.

Modern Construction

He mentioned the fact that the new building will be modernly constructed, and that it will comply with all city regulations.

In view of the decision of the Town Planning Commission, he read a letter from R. W. Harris, Halifax, vice-president and general manager of Super-Service Stations, Ltd., asking that the Council approve the building of the station, since the land has been owned by the company for two years, and the intention has always

been to erect a service station at a later date. Mr. Harris pointed out that the building will be well back from the street. He also pointed out that the company ran up against a similar situation in both Halifax and Amherst, and that exceptions were made in those cases.

No Opposition

Mr. Thompson stated that he had heard that some of the business men of that district object to the building of the station, but said that he had interviewed several of them, and that they had not objected in the least. He read letters from W. Russell Evans, manager of a local furniture store, A. A. Shute, D. W. Olts, Fraser H. Hazlett and H. W. Leslie. All letters stated that the writers did not object to the erection of the structure.

R. B. Pelton, another delegate, after reviewing the statements made by Mr. Thompson, pointed out that the new building would make it possible to remove parked busses from Queen Street.

The building will be set back 33 feet from the street, he said, on being questioned by Ald. David McCaughy. The speaker stated that the company is not at all proud of the present bus waiting room, and that the only way it can be improved is to tear it down completely and rebuild.

Since the land was bought two years ago with the idea of building a service station, the only fair thing to do is to issue the building permits to the company, said Ald. Delmas Olts.

Thomas W. Rainsford has no objection to having the station built, stated Mr. Thompson.

Should Respect Decision

After stressing the broad-minded view of the personnel of the Town Planning Commission, Ald. Ray T. Forbes stated that he thought the decision of the Commission should be final.

Ald. W. R. Crewdson, after outlining the reason for the establishment of the Commission, said that after very careful consideration it was decided that no service station should be built on Queen Street between St. John and Smythe.

"If the City of Fredericton permits Super-Service to build, we must grant all such requests, for it would be rank discrimination to refuse. Then in a few years, Queen Street will be alive with service stations," he said. Other property for the erection of a station on Queen Street has already been purchased, he added.

Ald. Forbes pointed out that in previous years many stations have been built, but they have mainly been on King Street, and have improved ex-

isting conditions on that street, but that they would not improve the main street of the capital of the Province of New Brunswick.

Urged Exception

Ald. McCaughy urged that an exception be made in this case, since the building was planned by the company for two years, and since it would also be a bus terminal.

"The Town Planning Commission will not change its mind, I can assure you of that," said Ald. Crewdson, after hearing the remarks of Ald. McCaughy. He emphasized the great amount of consideration given to the problem by the Commission stating that, in his opinion, the Council should not attempt to deal with the matter in a single night.

"Town planning is in its infancy all over the continent," he said. "We are looking for the future, not the present," stated the chairman, calling attention to the conditions in English Settlement to alleviate which he said, the City will have to spend half a million dollars.

His Worship advised that an opinion on the matter in question be obtained from the City Solicitor, but Ald. Crewdson said that an opinion has already been received and will be presented tonight.

Ald. R. A. McMillan advised that the matter be given further consideration before any definite decision be made.

Ald. F. S. Mundle rose to deplore the condition at lower Queen Street whereby the street is often blocked by busses.

Both Ald. Crewdson and His Worship Mayor Kitchen urged the Council to let the matter stand over in order to give it more detailed consideration, since the Commission dealt with the matter for five nights, giving it much thought.

Ald. Ivan McKnight pointed out that the issuance of a permit to Super-Service would give this company a practical monopoly of the service stations on Queen Street and urged that the request of the company be denied in the interests of the Fredericton of future years.

Held in Abeyance

On motion of Ald. Murray Hagerman, seconded by Ald. McKnight, it was decided to hold the matter in abeyance for two weeks.

Ald. Crewdson stated that in its work the Commission has received many abuses because of the difficulty of its task.

A special meeting of the Council will be held on Monday, Nov. 15, to consider the matter, stated Mayor Kitchen.

The approval of the Commission in the proposed purchase of the lot at the end of Union Street belonging to G. W. Babbitt, Toronto, was referred to the Roads and Streets Committee, on motion of Ald. Crewdson, seconded by Ald. Mundle.

J. Harrison Wade was given permission, under the supervision of the City Engineer, to erect an electric sign over his place of business on Westmorland Street.

The request of S. Locke and Company, Ltd., on Queen Street, was similarly dealt with.

The request of the S.M.T. Ltd., to erect a "no parking" sign in front of their place of business was referred to the Police Commission.

J. L. Green was given permission to erect a sign at his place of business, under the supervision of the City Engineer.

Abattoir Plans Ready

A letter from Peter Neugard was read, in which the writer reviewed the history of the abattoir and stated that the revised plans for the combined public abattoir and cold storage plant are now ready to be submitted to the Dominion Department of Agriculture, and there is good reason to believe that these plans and estimates will be approved and the projected plant thus receive a Federal grant of 30 per cent of the cost.

After reviewing briefly the endeavors of the Fredericton and Saint

LORD AND LADY HARDINGE



Among passengers who arrived at Quebec in the Canadian Pacific liner Empress of Britain, were Viscount and Viscountess Hardinge, of Penhurst, Tonbridge, Kent. Lord and Lady Harding have come to Canada to visit the latter's parents, Mr. and Mrs. Hugh Fleming, of Ottawa.

John Boards of Trade to bring about the rebuilding of the roadbed of the Canadian National Railways between McGivney Junction and South Devon, and thus bringing about the adoption of the "Valley Route to the Sea" for the carrying of transcontinental freight to Saint John. Ald. Forbes moved, seconded by Ald. Crewdson, that the Council support to the limit all efforts to have the Nashwaak sub-division of the C.N.R. rebuilt.

Ald. McCaughy and Ald. Mundle both spoke in favor of the resolution.

Ald. McMillan suggested that, by the Valley Route the C.N.R. has to run 13 miles over C.P.R. rails, from Westfield to Saint John. Ald. Forbes

rebutted him, saying that the matter was dealt with in the Gibbs report.

Appointed to Committee

Upon request of Ald. Crewdson, His Worship appointed Ald. McMillan to the Industrial Committee, to replace Ald. T. Earl Doohan.

The discussion then turned to the spraying of the city elms against defoliation by the fall canker worm. It was decided that the purchase of sprayers be left to the Roads and Streets Committee, with power to act.

On motion of Ald. Forbes, it was decided to leave the matter of the purchase of an automatic stoker for City Hall until the special meeting of the Council on Nov. 15.

MEWS VILLAGES POPULAR IN LONDON

Young Couples, Poets, Actresses and Newspaper Folk Make their Homes in Converted Stables.

(By Marion Ryan)

LONDON, Nov. 1.—While young couples in New York are settling themselves in skyscraper flats, young couples in London are searching for tiny houses in what are called Mews Villages. A Mews used to be a set of stables for the horses of very grand people who lived nearby. Now they are charming homes painted in gay shades with window boxes helping the variety of colors.

An ex-stable makes a very nice little house. A large room downstairs and two small rooms upstairs where the coachman used to live. If you find a vacant cottage in one of the Mews villages you can change it as you like and perhaps manage a bit of a garden. They are becoming more and more popular and the flat builders, who are altering London so dreadfully, have not grabbed many of them because they are not on the main roads or wide streets.

The passage through the Mews is so narrow that you can really have

a chat with the neighbor nearest your window. Most of the villages are to be found in West and South Kensington, Chelsea, Eccleston Square and Westminster and the rent is around \$500 a year which includes rates and taxes.

"I make a specialty of arranging and furnishing Mews cottages for your couples," said an interior decorator in her club the other day. "They cannot pay much but I have great fun out of it and it is easy to satisfy a young artist and his wife who works in a laboratory, newspaper men and women, poets, girls who are secretaries and pretty actresses. These are the folk who are taking the Mews cottages nowadays."

"Sometimes they do not need me or any one else. They know just what they want and how the larger room downstairs can afford space for a tiny bathroom and kitchenette and what to do with two small bedrooms, but if they are starting housekeeping for the first time they are glad to have advice and help."

"I usually suggest chintzes and Windsor chairs, bits of pewter and a gategleg table that folds up for Mews dwellers are not going to entertain largely and lavishly. One of the pleasantest things about living this way is there is no domestic problem. There are always plenty of 'dailies' who will go to several of the cottages for two or three hours a day while the dwellers are out at work and everything is spick and span when they leave. Moreover they expect the dinner dishes to be left for them to wash up in the morning and they are ready to help if there is illness or sorrow, for they get so they feel the young couples belong to them."

In the spring the Mews dwellers become very gay. Masses of flowers in the window boxes and cocktail parties day after day. You can always borrow extra space or glasses from a neighbor just as there is al-

NOTICE OF SALE

To Richard Gallagher, of the City of Fredericton, in the County of York and Province of New Brunswick, Blacksmith, and Julia Ann Gallagher, his wife, and to all others whom it may in any wise concern:

Public Notice is hereby given that under and by virtue of the provisions of The Property Act, and of the Power of Sale contained in a certain Indenture of Mortgage bearing date the twenty-seventh day of April, A.D. 1927, made between Richard Gallagher of the City of Fredericton, in the County of York and Province of New Brunswick, Blacksmith, and Julia Ann Gallagher, his wife, of the first part, and Frank Gunter, of the Parish of Kingsclear, in the said County of York, Lumberman, of the second part, and duly recorded in York County Records in Book 291, pages 529 to 532, under official number 79482, the twenty-eighth day of April, A. D. 1927, there will, for the purpose of securing payment of the moneys secured by the said Indenture, default having been made in the payment thereof, be sold at public auction in front of the Post Office in the City of Fredericton, in the County of York, on Saturday, the sixth day of November next, at the hour of twelve o'clock noon, the lands and premises mentioned and described in the said Indenture of Mortgage as follows:

"All that certain lot, piece or parcel of land situate in the Parish of Manners-Sutton, in the County of York and Province of New Brunswick, and bounded as follows, to wit: Beginning at a pine tree standing at the most western angle of the eastern part of lot number sixty-eight granted to William Atchison east of the road from Harvey to Lake George, thence running by the magnet of the year 1923 south forty degrees and thirty minutes east fifteen chains and thirty-eight degrees west three chains and eighty links and thence north forty-eight degrees and thirty minutes east ten chains and seventy-six links to the place of beginning; excepting from out of the above described tract all that portion of the aforesaid road from Harvey to Lake George contained therein, said tract containing fifty-six acres more or less and is distinguished as the western part of lot number sixty-eight on the road from Harvey to Lake George. The above described lot having been granted by the Crown to said Thomas S. McCutcheon the fifth day of February, A. D. 1924, and registered the fourteenth day of February, 1924.

Also all that certain other lot, piece or parcel of land and premises situate, lying and being in the Parish of Manners-Sutton aforesaid and bounded as links to a spruce post standing at the most southern angle of said part of lot number sixty-eight thence south forty-eight degrees and thirty minutes west thirty-eight chains and thirty-two links to a white birch tree standing on the northeastern limit of grant to Zachariah Chipman and at the most western angle of lot number sixty-seven granted to James Brownrigg thence north thirty-eight degrees and thirty minutes west fifteen chains and thirty-eight links to a willow post standing at the most southern angle of lot number sixty-nine granted to Samuel Hoskin, Senior, thence along the southeastern limit of said lot number sixty-nine north forty-eight degrees and thirty minutes east twenty-five chains and five links to a spruce post standing in the western limit of a School Reserve, thence along the said limit of Reserve south twenty-seven degrees east three chains to a birch post thence north seventy-three degrees east one chain and fifty links to the western side of the road from Harvey to Lake George aforesaid, thence along the same north seventeen degrees and thirty minutes east to a stake standing on the southwestern side of the old grub road at the most northern angle of lot number sixty-eight granted to William Atchison in the southwest range of Acton Settlement West, thence running by the magnet south forty-seven degrees west sixty-four chains thence north forty degrees west with a rectangular distance of fifteen chains to another stake, thence north forty-seven degrees east sixty-two chains to another stake standing on the southeastern side of the old grub road aforesaid and thence along the same south forty-two degrees east fifteen chains to the place of beginning. Excepting that part of the road from Lake to Harvey Station running through the above described tract or piece of land containing ninety-four acres more or less and distinguished as lot number sixty-nine in the Southwest range of Acton Settlement West. The said last mentioned lot of land having been conveyed to the said Thomas S. McCutcheon by the name of Thomas McCutcheon by Deed from Robert Roshborough and wife dated the twenty-third of July, 1921."

Together with the buildings and improvements thereon.
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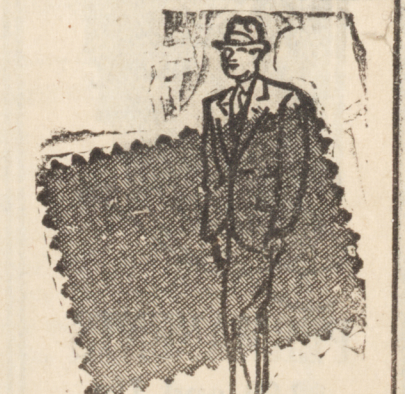
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